

her of tabulations, however, do not bring the information together in such a way that the results could be compared in any such manner as is apparent in a glance at the single sheet of this novel record chart.

Mr. Cuntz states he has no doubt that as soon as the racing committees here, as well as abroad, become aware of this chart it will be used universally for recording automobile races.

City, was lost by a score of 10 to 17. The schedule:

December 12, Red Bank H. S.; 15, Stuyvesant H. S.; 20, De Witt Clinton.

January 2, Townsend Harris; 6, Flushing; 10, H. S. of Commerce; 20, Bath H. S.; 25, Eastern District; 30, City College.

February 6, Commercial; 8, Orange H. S.; 12, Poly Prep; 15, Pawling H. S.; 23, Manual Training; 31, Adelphi.

At a meeting of the board of coaches of

The above meeting will be held at the Hotel Astor on Thursday evening, December 10, at 8 o'clock to consider and take action on certain amendments to the constitution and by-laws which have been framed by the board of trustees and unanimously recommended by them. The amendments which may be adopted will come up for final ratification at the annual meeting in February. There will be a club dinner at 7 P. M. preceding the above meeting.

cars in the race. In spite of this fact the beta encountered not one particle of tire trouble. A few changes such as are usually required would have meant defeat.

The Lancia car ran 188 miles at an average rate of more than fifty miles an hour, as severe strain as any car would be likely to experience in the incident of the race which is not generally known shows the great confidence Billard, the beta driver, had in his Continental tires. During the third lap, in order to lessen the weight, he threw aside the extra spare tire which

in races at Savannah were won by cars equipped with Tru-Hardford shock absorbers. Indorsing the statement of E. V. Hartford, president of the Hartford Suspension Company, that the puzzle now is to find any great car that is won by a car not equipped with the service device. The Lancia, driven by Hilliard, the Fiat, piloted by Wagner, both had the Tru-Hardford shock absorbers. Incidentally, the first four cars in the Grand Prize were similarly equipped. Mr. Hartford was a judge at the Grand Prize race.

**Empire Fires**  
WEAR LONGEST  
73D ST. & BROADWAY.  
Tel. 5667-Columbus.